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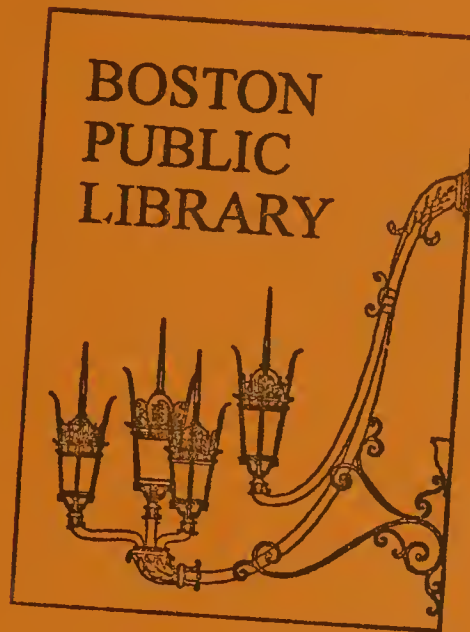
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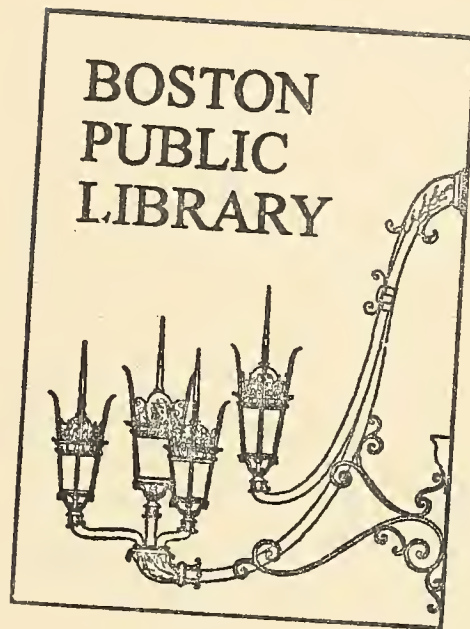
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CLEARY SQUARE STUDY

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CLEARY SQUARE STUDY

DECEMBER, 1970

Boston Redevelopment Authority
Planning Department
HYDE PARK District Planning Program



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I. INTRODUCTION

The Cleary Square area has traditionally served as the business and community center of Hyde Park. Once thriving, it has in recent years experienced subtle changes that cumulatively have tended to reduce its importance for those people who live and work in the area. Among the changes that are of a most serious nature are the following:

- A. Several major stores have left the area only to be replaced by establishments of lesser quality.
- B. Traffic volume has increased on streets serving the area and has resulted in serious congestion problems.
- C. Parking spaces that are both convenient and available are difficult to find.
- D. Buildings have deteriorated in some cases to the point that they are unattractive and possibly unsafe.
- E. Signs have proliferated throughout the area, adding further to the unattractiveness and rendering each individual sign less effective.
- F. The general environmental quality of the area has suffered from a lack of attention to visual amenity.

In addition to the changes that have already occurred, major additions to the transportation system serving Cleary Square are being proposed by agencies other than the City of Boston. These include the new Southwest Expressway proposed to be built along the right-of-way of the existing Penn Central Railroad line and new MBTA line to be built along the median strip of the expressway. Both of these new systems would, if built, create significant variations in traffic from the present-day volumes and movement patterns, but the exact nature of these variations has yet to be determined.

This study has been undertaken in recognition of the problems now obtaining in the Cleary Square area. Its objective is to determine in a preliminary way what actions, if any, might be initiated by the public and/or private sectors to bring about a more vital and attractive neighborhood center for Hyde Park.

The report begins with a survey of conditions as they now exist in Cleary Square. Secondly, it evaluates the area in terms of its role in the context of the existing Hyde Park community and attempts to project alternative functions that Cleary Square might fulfill in the future. Finally, the report describes the several methods available for bringing about changes that would be desirable.

II. DESCRIPTION

A. Location

Cleary Square is located at the intersection of River Street and Hyde Park Avenue in the Hyde Park district of Boston, as shown on Map 1. It is approximately 10 miles southwest of downtown Boston and four miles from Route 128.

As the subject of this report, Cleary Square consists not only of the intersection of the two streets indicated above but rather an area of approximately one-half mile square with its focus at the intersection. Thus, the Cleary Square study area shown on Map 2 is bounded by Lincoln Street on the north, the Penn Central Railroad tracks on the east, Walnut and Factory Streets on the south, and Austin Street and Valencia Road on the west. It includes both Logan and Everett Squares, as well as a ring of residential uses that surround and define the central commercial area.

B. Land Use

Commercial uses in the study area are concentrated along River Street, Hyde Park Avenue and Fairmount Avenue, as



MAP I



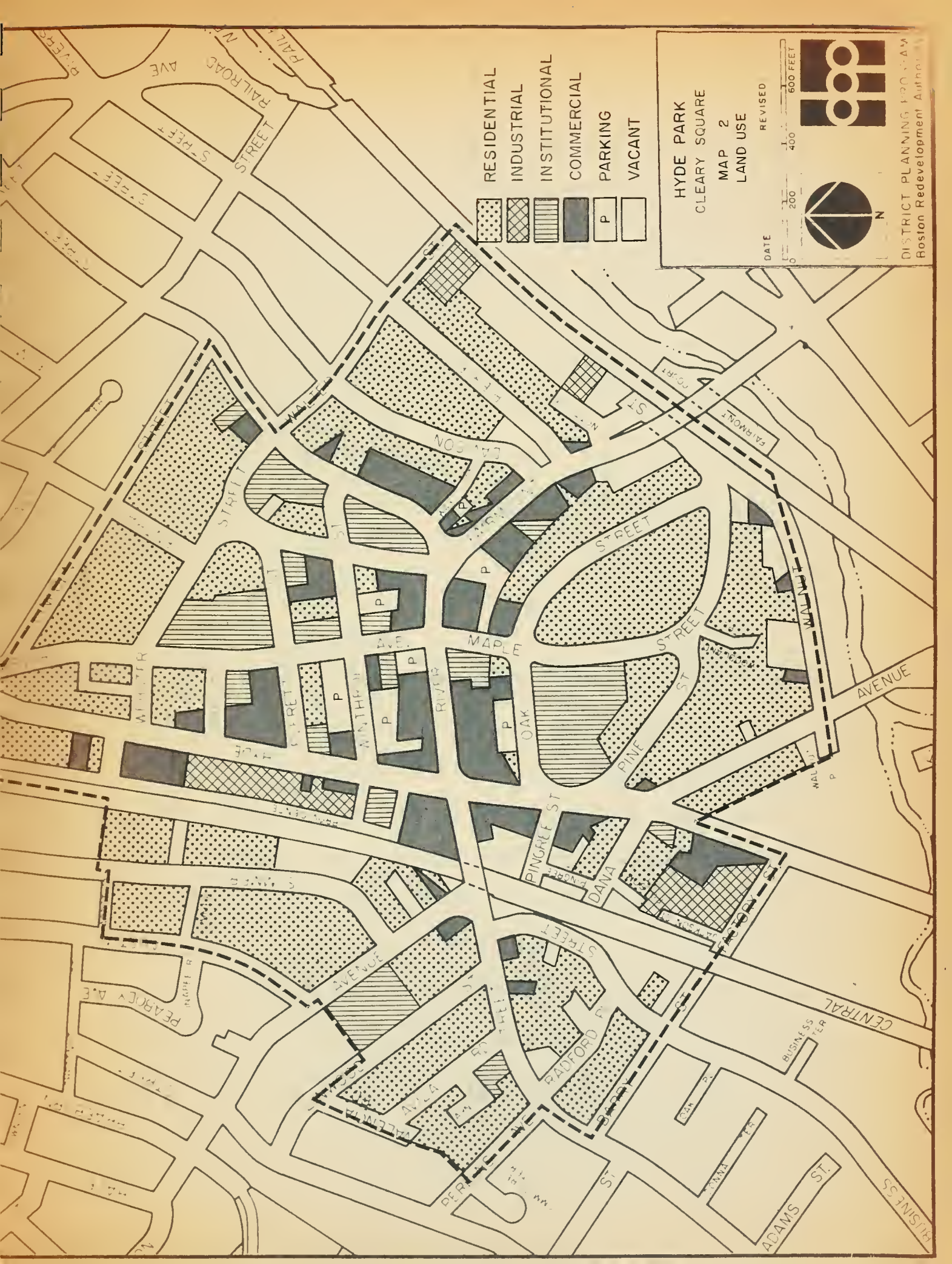
DISTRICT PLANNING PROGRAM
BOSTON REDEVELOPMENT AUTHORITY



shown on Map 2. Buildings are generally attached to each other to form a continuous facade, and separate parking facilities are not available at each retail establishment. Parking to serve the area is provided haphazardly along minor back streets such as Winthrop, Harvard and Oak. A wide variety of stores is located in the area, and few buildings are vacant, at least on the ground floors. Upper floors are generally used for office space, with residences and clubs occasionally interspersed.

In addition to the commercial uses dominating the center of Cleary Square, a considerable number of public and institutional uses exist which tend to reinforce the area's role as the business-community center of Hyde Park. Included are a municipal building, library, health unit, police station, fire station, and several churches, schools and clubs.

Industrial uses, limited to several scattered sites on the periphery, do not have a major impact on activities within Cleary Square. However, directly to the south along



- RESIDENTIAL
- INDUSTRIAL
- INSTITUTIONAL
- COMMERCIAL
- PARKING
- VACANT

HYDE PARK
CLEARY SQUARE
MAP 2
LAND USE

DATE _____ REVISED _____

0 200 400 600 FEET



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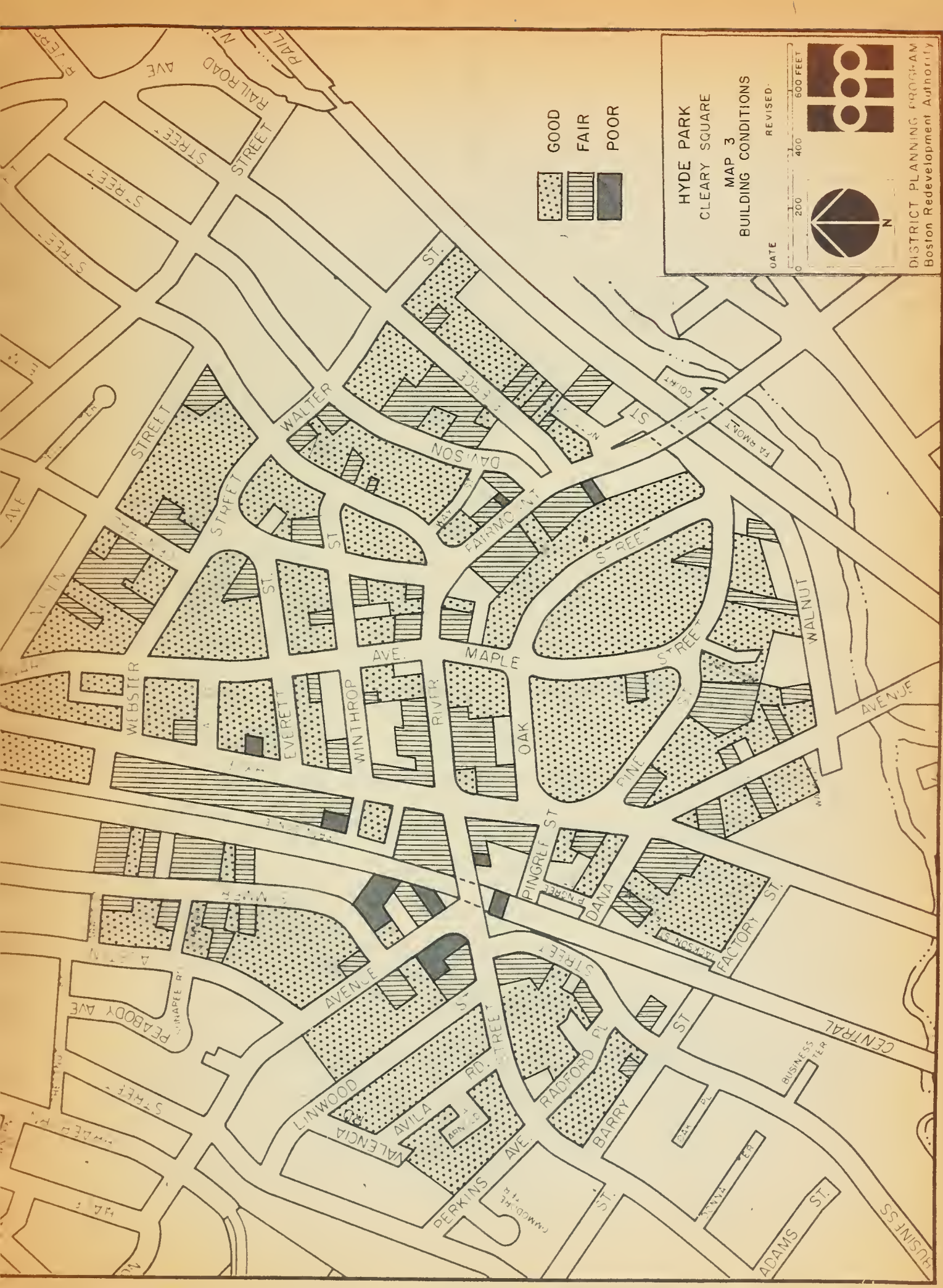
Hyde Park Avenue are several major manufacturing concerns that undoubtedly contribute toward the volume of traffic moving through the area. They probably also add to the number of customers patronizing the local stores.

The outer part of the study area consists of older residential buildings, built predominantly during the period from 1850 to 1900. Originally single-family homes, many of them have now been converted into two and three-family dwellings. A large number of them are very handsome, giving this section of Hyde Park a distinctly Victorian flavor.

C. Building Conditions

The condition of structures in Cleary Square varies considerably, as might be expected in an area of this size and age. Conditions in general, however, can be described as ranging from fair to good, with only a very small number of buildings falling into the poor category. Conditions of all structures in the study area are shown on Map 3.

In the heart of the commercial area along River Street, Fairmount Avenue and Hyde Park Avenue, most of the buildings are in fair condition and in need of some improvement.



GOOD
FAIR
POOR

HYDE PARK
CLEARY SQUARE
MAP 3
BUILDING CONDITIONS

DATE REVISED

0 200 400 500 FEET



DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority

Buildings in the proposed path of the Southwest Expressway have in many cases been allowed to deteriorate badly. This situation is evident on the Building Conditions map for the area to the west of the railroad tracks. Hopefully, this blight will not be extended to adjacent areas during the long wait to see if the expressway is to be built. Most of the remaining residential sections in the study area are characterized by buildings in good condition - this despite their age (70-120 years) and wooden construction.

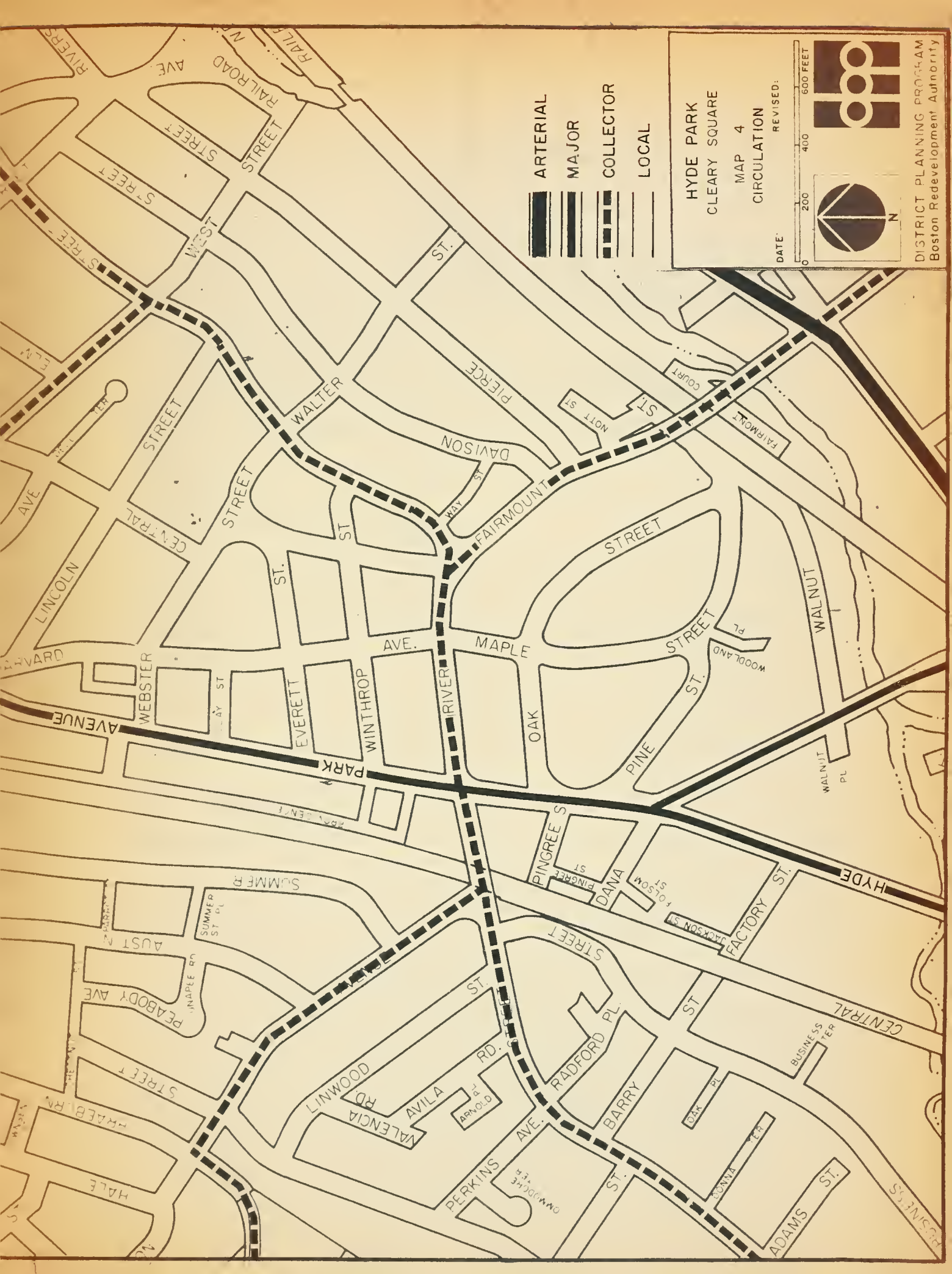
D. Circulation

Traffic circulation within and through the Cleary Square area presents a particularly serious dilemma. In its most basic form, the problem results from too many cars demanding to use streets that don't have the capacity to adequately handle them. More specifically, a great deal of through traffic mixes with local traffic all on a street system designed to meet the transportation needs of the early 20th century.

The street system serving the Cleary Square area contains several types of streets, each defined by the kind of traffic service it theoretically provides. These types are arterials, major streets, collector-distributors and local streets, and

are shown on Map 4. An arterial functions primarily as a mover of large numbers of vehicles over medium to long distances, and to a lesser extent it also provides access to abutting properties. The only arterial in the vicinity of Cleary Square is Truman Highway, located on the east side of the Neponset River. A major street is similar to an arterial but generally serves shorter distance trips. Major streets in the area are Hyde Park Avenue and Dana Avenue. Collector-distributors serve to move traffic to and from arterials and major streets and also to provide access to abutting properties. River Street, West Street, Fairmount Avenue and Gordon Avenue are the areas' collector-distributors. The last type, the local street, functions primarily to serve abutting properties, usually residential and does not provide for through traffic movement.

Vehicle trips made on the streets of Cleary Square are of two types - local and long-distance. The local trips have either an origin or destination somewhere in the area and they obviously must use local streets. The long-distance trips involve traveling through Cleary Square and these utilize the areas' streets only because they provide the most efficient



- ARTERIAL
- MAJOR
- COLLECTOR
- LOCAL

HYDE PARK
CLEARY SQUARE
MAP 4
CIRCULATION

DATE: _____

REVISOR: _____

0 200 400 600 FEET

N

DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority

route to a destination. In an ideal traffic system these two types of trips would be separated; but in Cleary Square, this is not the case. As a result, traffic volumes are higher than they might be if there were suitable by-pass routes around the area.

A later part of this report will discuss how traffic moving through Cleary Square can be made to move more efficiently.

E. Environmental Character

The Cleary Square area has been gifted by nature with some interesting topography and the proximity of both the Neponset River and Mother Brook. It has been gifted by man with a large inventory of attractive Victorian-period homes and some interesting, if not outstanding, public buildings. But beyond that, neglect of the need for visual amenity, improper outdoor maintenance, and age have created an environment that in total is not pleasant to experience.

In particular, buildings are unattractive, signs are confusing, streets and sidewalks are dull, parking areas are drab and sometimes downright ugly; and the area in general lacks vitality and interest. It appears that

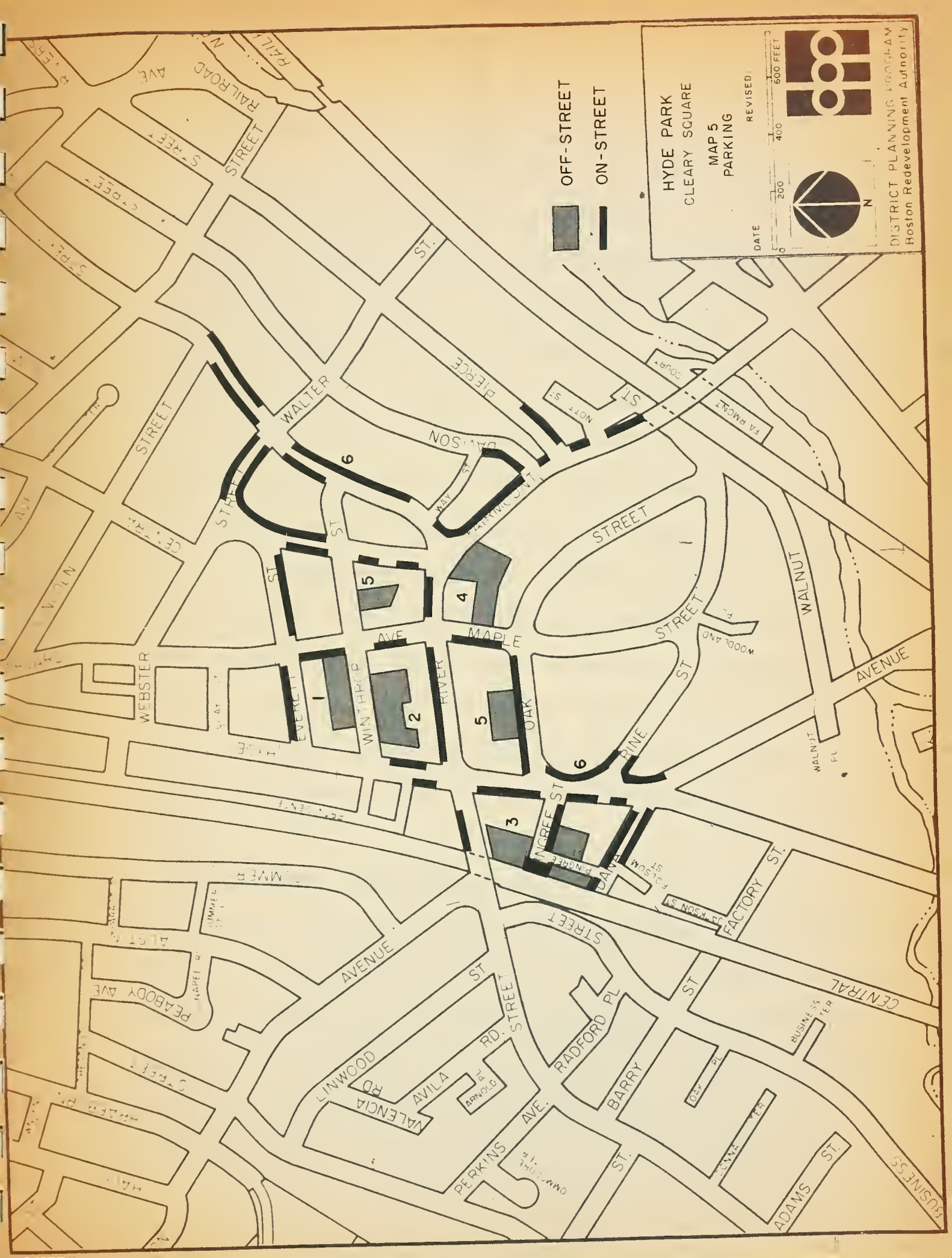
attempts have been made to remedy this situation but mostly to no avail.

F. Parking

Probably one of the most serious problems in Cleary Square is the lack of an adequate supply of conveniently located parking spaces. Without these spaces it is impossible to expect to attract people to the area when the major means of transportation, other than legs and bicycles, is the automobile.

Parking spaces in Cleary Square are scattered about in areas that have become available for such use, usually near the rear of the larger stores. These are shown on Map 5. The largest parking areas and their approximate capacities are as follows:

<u>Map Ref.</u>	<u>Parking Area</u>	<u>Capacity (spaces)</u>
1.	City of Boston	70
2.	McCrory's	95
3.	Penn Central	75
4.	Banks (combined)	50
5.	Small lots (combined)	75
6.	On-street	<u>100</u>
	Total	465



OFF-STREET
ON-STREET

HYDE PARK
CLEARY SQUARE
MAP 5
PARKING

DATE _____ REVISED _____

0 200 400 600 FEET



DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority

The parking spaces listed above are all within two blocks of River Street. However, two significant problems arise as far as the use of them is concerned.

First, a majority of them are for use of the customers of a given store. Theoretically, this situation would require a person to move his car every time he went to a different store. In practice, however, it probably does not always work this way. Second, several of the lots, but particularly the Penn Central one, are so inconvenient that people simply do not choose to use them. Thus, parking is a problem in Cleary Square not so much because of the absolute number of spaces available, but rather because of the type and location of the spaces available. Nonetheless, it is probable that an excess demand for spaces exists during peak periods, thereby requiring not only improved location of spaces but also an increase in the number supplied.

G. Highway and Transit Improvements

Major additions to the transportation system serving Cleary Square are proposed to be built during the next decade by agencies other than the City of Boston. These include the new Southwest Expressway, a link in I-95 to be built by the Massachusetts DPW, and a new transit line from Canton to downtown Boston to be built by the MBTA. Their proposed routes through the study

area are shown on Map 6.

The expressway as presently proposed would include off and on-ramps in the southerly direction with connections to River Street at what is now Logan Square. Off and on-ramps in the northerly direction would be located at West Street, approximately $3/5$ of a mile to the north. The reasoning behind the staggering of interchanges is to prevent the overloading of any given connecting street. In the case of River Street, it is still expected that the traffic volume will be sufficiently high to require an increase in its capacity, particularly in its length between the interchange and Everett Square. At present, widening is only being considered from the interchange to Hyde Park Avenue.

The transit line envisioned by the MBTA will run along the median strip of the expressway and will have a stop at River Street. This stop is expected to generate a considerable number of transit trips from the Cleary Square area and beyond. It will probably require more changes in the adjacent road system than presently planned, and it could lead to extensive new development on nearby parcels, as well as through the use of air rights directly over the station.



- PROPOSED
HIGHWAY
- PROPOSED
TRANSIT LINE
- PROPOSED
TRANSIT STA.

HYDE PARK
CLEARY SQUARE
MAP 6
TRANSPORTATION PROPOSALS
DATE _____ REVISED _____



DISTRICT PLANNING DEPARTMENT
Boston Redevelopment Authority

III. EVALUATION

A. Alternative Futures

It is evident from the description of existing conditions in Cleary Square that some remedial actions will have to be undertaken in the future in order to restore the area to its former position as a commercial magnet and community center. It is the purpose of this section of the report to describe briefly the combinations of actions that might take place and the alternative futures for Cleary Square that would be produced.

1. Continuation of Past Trends

It could easily be argued, based upon past experience, that the most likely future for the Cleary Square area is that there will be a continuation of past trends. This means that no organized effort will be made to reverse the problems that have been gradually getting worse over the years and that the area will continue to deteriorate further.

More specifically, retail establishments now getting by on a day-to-day basis will probably go out of business, to be replaced by establishments of lesser

quality, or not to be replaced at all. Governmental involvement with respect to improving streets and parking areas, providing assistance in rehabilitating buildings, and guiding growth in the vicinity of the proposed MBTA station will be minimal. And efforts by the local business community to improve the appearance of their stores and provide a wider variety of merchandise will be half-hearted at best.

This kind of future would probably be rejected by many persons as being least desirable. It, however, is the one that is expected to occur unless an unusual amount of determination for change can be generated on the part of many people.

2. Coordinated Improvement Program

At the other extreme, the most desirable future would be a renaissance for the Cleary Square area. This would involve a coordinated effort by local citizen groups, the business community and city and state agencies to establish goals for the area and then to follow through on the many difficult decisions that would have to be made.

This future would include several public and private improvement programs that would alter considerably the face of Cleary Square. It would involve major improvements

to the local circulation system so that traffic movement, even after the introduction of the Southwest Expressway and transit line, would be significantly eased. New parking areas directly related to the traffic improvements would be built that would have a sufficient number of spaces to meet the demand, be convenient to stores, and attractive to those using them. Existing stores would be rehabilitated, new stores would be built and all would exist in a pleasant and attractive environment. Finally, development of the transit station at River Street would be carried out in such a way that maximum use would be made of the space available by including not only parking areas but new commercial and residential uses, and a direct pedestrian connection to the older retail area.

There is no good reason why this kind of future cannot become a reality in Cleary Square. If there is sufficient interest and desire to bring about such a revitalization of the area, then ways can be found to accomplish it.

3. Other Alternatives

In between the above-mentioned alternative futures is a great variety of other alternative courses of action that could be taken to bring about various kinds of improvements in Cleary Square. No attempt will be made to portray these as the combinations are too numerous.

B. Major Problem Areas

Throughout the discussion of alternative futures for Cleary Square has been the assumption that there are several significant problems areas that require resolution. Each of these will be described below in order to provide a background for the recommendations that are in the last section.

1. Transportation

Because of the existing traffic problems in Cleary Square and the major changes to the transportation system now pending, it is likely that alterations will have to be made in the local circulation system. Although these changes could assume several configurations, it seems clear that an increase in capacity in an east-west direction along the River Street - Winthrop Street corridor will have

to be made. It appears, at this time, that such an increase can be accomplished for the most part by widening existing streets, rather than building new ones. In addition, alterations to the traffic movement patterns on existing streets will be required and these should be accompanied by improvements in signals, turning lanes and pedestrian crossings.

2. Parking

At present, the parking spaces available in Cleary Square are inconvenient, unattractive and probably not sufficient to meet the demand. This problem is one of the major deterrents to would-be shoppers in the Square and it's solution must be given serious attention in any program of revitalization. New parking areas must be closely coordinated with traffic improvements and should be located as to be within convenient walking distance of the major River Street stores. They should also be easy to find, attractive to park in, and of minimum cost.

3. Building Improvements

As noted earlier in the report, a significant number of buildings in Cleary Square are in only fair condition, and several are in poor condition. These buildings

obviously contribute to the generally rundown condition that pervades the area and make it a less pleasant place to be. As most of the buildings in the Square are privately owned, improvements to them will require, first, a detailed study to define the types of improvements needed, and second, the cooperation of the owners in making the improvements.

4. Street Appurtenance Improvements

The dull and uninteresting nature of the streets and sidewalks in the Square could be eliminated through a program of minor public improvements. The addition of such physical features as lights, signs, trees and shrubs, benches, refuse containers and new pavement materials would greatly enhance the attractiveness of the area, and coupled with other improvement programs, could make Cleary Square a genuinely attractive town center.

5. New Development

Although there is not a great deal of room available for new development in Cleary Square, and because it is not anticipated that clearance of buildings will provide such room, development of new uses in the area would seem

to be only a remote possibility. However, the construction of a new MBTA transit station straddling the proposed tracks and expressway offers the opportunity to provide a variety of new uses, including not only new retail but also office and residential. It would indeed be a serious waste of valuable urban land if no other uses besides parking were provided at the transit stop.

6. Other Issues

In addition to the several types of improvements to Cleary Square that have just been discussed, there are other programs that might be undertaken that would further add to the total revitalization program. Attention could be given to the rehabilitation of residential structures surrounding the core of Cleary Square. A cleanup program along the banks of the Neponset River and Mother Brook could be started. Actions could be taken to strengthen further the Square as the community-governmental center of Hyde Park by providing more city services at the Municipal building and adding to the programs of the library and the YMCA. There are undoubtedly many others that could be initiated if sufficient interest was generated in the Cleary Square-Hyde Park area.

IV. PROPOSALS

A. General Approach

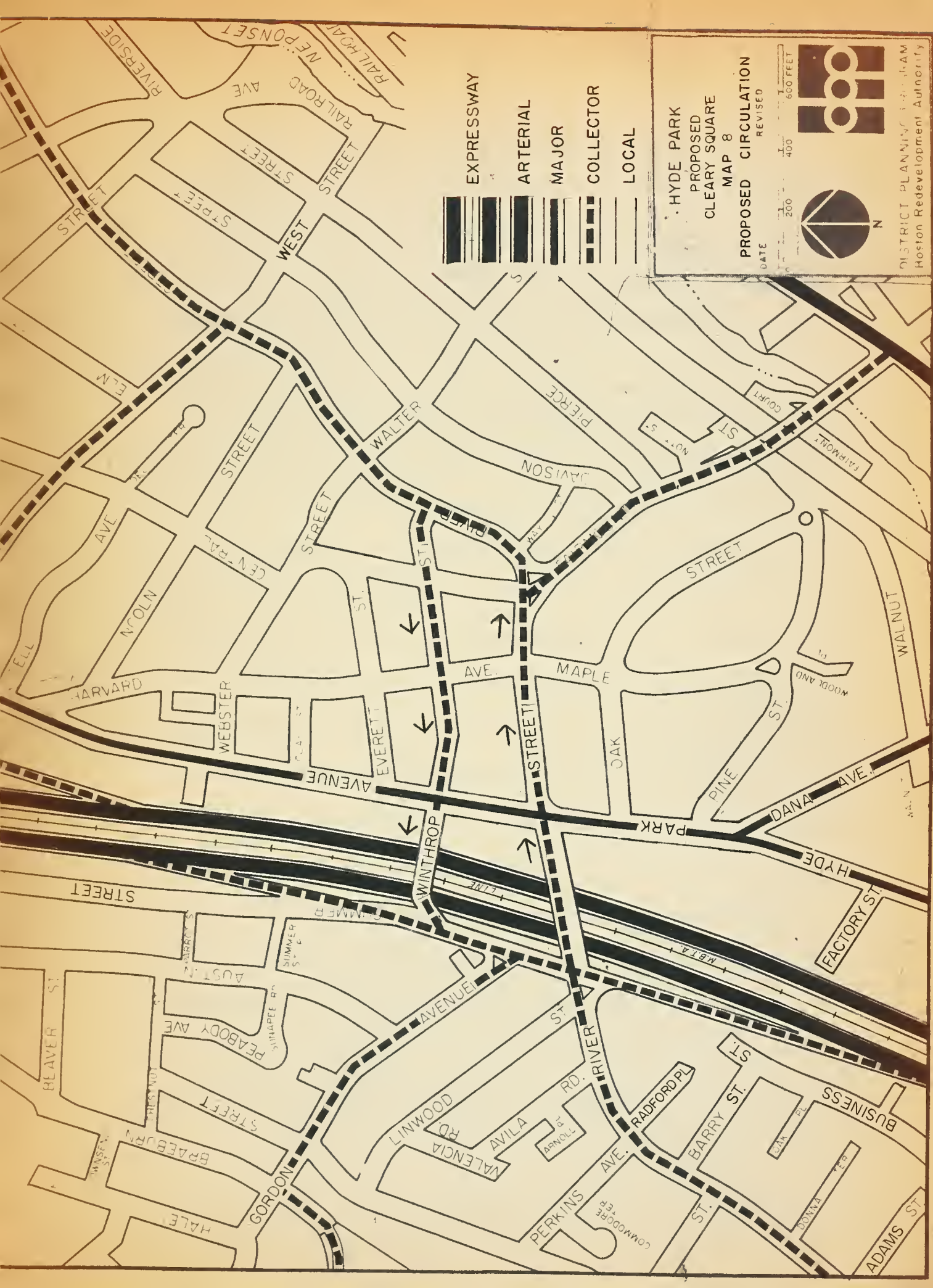
In order to bring about meaningful changes in Cleary Square, a long-term improvement program for the area is the first necessity. Such a program should be comprehensive in nature, covering not only the entire geographic area of Cleary Square but dealing also with the several functional problems described earlier.

The program proposed for Cleary Square calls for the division of the area into three sub-areas for the purposes of prescribing different kinds of treatment. These districts are shown on Map 7.

Beginning at the periphery of the study area, where land use is primarily residential and structures are mostly one and two-family, a program of preservation and rehabilitation is proposed. This area is an attractive residential neighborhood and with selective improvements can remain so for many years. Care should be taken in the future to minimize the intrusion of incompatible uses by closely observing the provisions of the City's zoning code.

The commercial center of Cleary Square, like its residential counterpart, is sufficiently viable so that major changes in its structure are not contemplated. This area, as shown on Map 7, consists of the east side of Hyde Park Avenue and the commercial areas along both sides of River Street, Winthrop Street and Fairmount Avenue. The type of treatment most appropriate here is preservation and rehabilitation of structures, although the extent of the effort that is necessary is more significant than that needed in the residential section. Included with the rehabilitation program should be a public program of aesthetic and functional improvements to the local circulation system.

The third treatment area within Cleary Square is focused around the proposed traffic interchange of the Southwest Expressway with River Street, and the proposed MBTA station at the same location. Much of the property in this area is scheduled to be taken for these transportation facilities, but several parcels along the west side of Hyde Park Avenue will be left in abbreviated configurations that will make them less than desirable for possible redevelopment. Therefore, it is proposed that the entire area from Winthrop Street to Dana Avenue, and from Hyde Park Avenue to Summer



- EXPRESSWAY
- ARTERIAL
- MAJOR
- COLLECTOR
- LOCAL

HYDE PARK
PROPOSED
CIRCULATION
MAP 8
PROPOSED CIRCULATION
REVISED
DATE

0 200 400 600 FEET

DISTRICT PLANNING DEPARTMENT
Houston Redevelopment Authority

Street be considered as a single redevelopment area.

This redevelopment project could take place in conjunction with the building of either the expressway and the MBTA station, and should contain not only parking, but a variety of new uses to include residential, commercial and office space.

B. Specific Projects

The general program for improving Cleary Square as outlined above contains several specific improvement projects, some of which can be begun almost immediately, while others must await further planning efforts. Each of these projects will be discussed below.

1. Transportation Improvements

Construction of the Southwest Expressway and MBTA transit line are the major transportation improvements planned for Cleary Square. It is expected that these two facilities, even if they are built, will not be opened for up to a decade.

To alleviate the serious congestion problems of the local circulation system and to better relate this system to the proposed expressway, a one-way counterclockwise loop system of traffic movement is also proposed. This is shown on Map 8.

The loop would consist of existing River Street and Winthrop Street; an extension of Winthrop Street from Hyde Park Avenue west to Summer Street in the form of a bridge over the proposed expressway; and Summer Street from this bridge back to River Street. Existing River Street would retain its present dimensions but Winthrop Street would be widened slightly along its length from River Street to Hyde Park Avenue. At major intersections, improvements would be made to accommodate left- and right-hand turns, and signalization patterns would be altered to conform to the one-way system.

2. Street Appurtenance Improvements

In conjunction with the proposed changes in the vehicular circulation system, there should be included improvements along the edges of the streets that are related but not necessary to the traffic-moving function. These improvements would be new trees, lights, signs, benches, refuse containers and sidewalks. The objective in adding these to the street scene would be to improve the appearance of the trafficway to both the motorist and the pedestrian so that the area would become a more desirable place to be in than it now is.

3. Parking Improvements

The number of distribution of parking spaces in Cleary Square must be improved. It is proposed that the several small parking areas along Winthrop Street be consolidated and expanded at the same time that widening of that street takes place. In addition, redevelopment at the new transit station should include approximately 400 new parking spaces to accommodate not only commuters but those who may live, work and shop in the vicinity.

4. Air Rights Redevelopment

In order to fully utilize the valuable urban land that will be created at and near the proposed MBTA transit station, a 13 acre high-density multi-use redevelopment project such as the new Gateway Center in Newton should be considered. In addition to the transit stop, there should be included a bus station, parking areas, new commercial, office, and possibly residential uses, and a direct pedestrian link from the transit station to the existing River Street commercial area. This project can only be carried out over a long time span and should form an integral part of the planning for the transit line.

5. Storefront Rehabilitations

As most of the commercial structures in Cleary Square are worthy of retention, their renovation into attractive stores is of paramount importance to the success of the entire improvement program. It is proposed that a rehabilitation program for storefronts along River Street, Hyde Park Avenue and Fairmount Avenue be begun by the merchants as soon as they are able to organize themselves for the effort. The program should include particularly improvements to the appearance to the entrances to the stores, more attractive and readable advertising signs, and elimination of all billboards, particularly those that are not related specifically to activities in Cleary Square.

6. Housing Rehabilitation

The ring of residential structures surrounding the commercial core of Cleary Square is worthy of preservation, although creeping deterioration can now be detected in many of the buildings. A program of rehabilitation of these structures is important to the long-term success of the neighborhood and

could be started immediately by the many homeowners. Designation of the area as a federally-assisted code enforcement area could possibly be accomplished within several years, but presently this area would be a low priority relative to other neighborhoods within Boston.

7. Summary of Project Improvements

Each of the projects that have been described for Cleary Square are summarized below. Included is the nature of the project, its objective, and the group or agency that will be responsible for its implementation.

CLEARY SQUARE IMPROVEMENTS - SUMMARY

<u>PROJECT</u>	<u>OBJECTIVE</u>	<u>AGENCY/PROGRAM</u>
1. Transportation Improvements	Improve capacity of the system and ease congestion in local streets.	State of Mass. MBTA City of Boston (MBTA bond issues, TOPICS, Chapter 90)
a. I-95 (Proposed by Mass.DPW)		
b. MBTA line and station		
c. new bridges over I-95		
d. widen Winthrop Street		
e. one-way loop circulation		
f. new signalization		
2. Street Appurtenance Improvements	Create more attractive streets and sidewalks	City of Boston (Urban Beautification)
a. trees		
b. lights		
c. signs		
d. benches		
e. sidewalks		

<u>PROJECT</u>	<u>OBJECTIVE</u>	<u>AGENCY/PROGRAM</u>
3. Parking Improvements a. consolidate and expand Winthrop St. parking areas b. new parking areas in MBTA air rights development	Provide a greater number of parking spaces (100 more) that are more con- venient than at present - provide 400 more at transit station	Private owners
4. Air Rights Development (13 acres) a. new transit station b. new parking areas for transit riders and shoppers c. new commercial, office and residential uses over transit station d. new bus terminal e. direct pedestrian link from transit to existing Cleary Square stores	Attract new commercial, office and residential uses to enlarge Cleary Square role as Hyde Park business center	121-A Corporation of City of Boston (urban renewal)
5. Storefront Rehabilitation a. building renovations along River Street, Hyde Park Avenue and Fairmount Avenue b. new advertising signs c. elimination of billboards	Create a more pleasant environ- ment for shoppers	Private owners
6. Housing Rehabilitation a. renovation of existing older residential structures in a ring surrounding Cleary Square commercial area b. street and sidewalk improvements	Prevent further housing deteriora- tion and up-grade residential neighborhood	City of Boston Code Enforcement Program

APPENDIX - WINTHROP STREET WIDENING, ALTERNATIVE PLANS

As indicated in the main text of this report, the traffic improvements proposed for Cleary Square include a widening and extension of existing Winthrop Street; a new bridge from an extension of Winthrop Street over the proposed Southwest Expressway; and a one-way counterclockwise loop traffic movement system. Two alternatives for accomplishing the widening of Winthrop Street are shown on Maps 9 and 10.

Alternative 1 calls for the widening of Winthrop Street along its south side (Map 9). Alternative 2 calls for the widening of Winthrop Street on its north side (Map 10). As there will be virtually no difference in the traffic carrying capabilities of these two alternatives, the selection of the best one should be based on their relative costs and relocation requirements.

Listed on the Table following Map 10 are the parcels that would be taken in order to accomplish the widening and extension of Winthrop Street, given the two alternatives. In most cases, only a small portion of any given parcel is actually required for the improvement and the remainder of the parcel can remain intact. There are several exceptions to this, however, in which an entire parcel, including a structure, will be required to be taken.

PROPERTIES NEEDED FOR WINTHROP STREET IMPROVEMENTS

<u>ADDRESS</u>	<u>USE</u>	<u>PART TO BE TAKEN</u>	<u>OWNER</u>
<u>ALTERNATIVE 1</u>			
10 Winthrop Street	Mun. Bldg.	side yard	City of Boston
16 Central Avenue	Residence	all	
20-22 Winthrop St.	Residence	all	Clifford F. Andrews
1191-1203 River St.	Parking lot	front yard	O & C Realty Trust
30 Winthrop Street	Fire House	front yard	City of Boston
26 Harvard Avenue	Store	all	
1231-1249 River St.	Parking lot	front yard	Archibald Waterman
1234 Hyde Park Avenue	Store	all	Archibald Waterman
1231-1243 Hyde Park Ave.	Bowling Alley	all	20th Century Billiard Company

ALTERNATIVE 2

10 Winthrop Street	Mun. Bldg.	side yard	City of Boston
16 Central Avenue	Residence	front yard	
20-22 Winthrop St.	Residence	front yard	Clifford F. Andrews
1191-1203 River Street	Parking lot	front yard	O & C Realty Trust
30 Winthrop Street	Fire House	front yard	City of Boston
20 Central Avenue	Office Bldg.	side yard	
19-21 Winthrop Street	Residence	all	
25 Winthrop Street	Residence	all	
35 Harvard Avenue	Library	side yard	City of Boston
45 Winthrop Street	Parking lot	front yard	City of Boston
1234 Hyde Park Avenue	Store	all	Archibald Waterman
1231-1243 Hyde Park Ave.	Bowling alley	all	20th Century Billiard Company



STREET
CONSTRUCTION

ACQUIRED
PROPERTY

HYDE PARK
PROPOSED
CLEARLY SQUARE
MAP 10
ALTERNATIVE 2

DATE REVISED

0 100 200 300 FEET



DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority

PROPERTY OF BRA LIBRARY

PROPERTY OF BRA LIBRARY

PROPERTY OF BRA LIBRARY